

AB  
cushioning material. Concerning the molding composite taken out from inside the mold, although the foam layer was adhered and integrated with the surface layer, there was shrinkage, deformation or the like in the surface layer.

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**Page 22, lines 13-20, please rewrite the paragraph as follows:**

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A<sup>9</sup>  
A molding composite was obtained in the same manner as in Example 2. In this case, as shown in Table 1, a polypropylene resin expanded sheet having expansion magnification of 20 times, compressive hardness of 0.08 MPa, and melting point of 138°C was used as a cushioning material. Concerning the molding composite taken out from inside the mold, although the foam layer was adhered and integrated with the surface layer, there was shrinkage, deformation or the like in the surface layer.

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### IN THE CLAIMS

**Please amend the claims as follows:**

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A<sup>10</sup>  
**1. (Amended)** A polypropylene resin molding composite for an automobile, comprising a surface layer and a foam layer, or a surface layer, a foam layer, and a base member, wherein the surface layer comprises a surface layer of a polypropylene resin and a laminate of a cushioning material, and the cushioning material is a polypropylene resin expanded sheet having a compressive hardness of 0.1 MPa or higher, and wherein the foam layer comprises thermoplastic resin expanded particles, the particles comprising a core which is made of a polypropylene resin and is in an expanded state, and a polyethylene resin coat which covers the core and is in a substantially non-expanded state.

**2. (Amended)** A polypropylene resin molding composite for an automobile according to claim 1, wherein the thermoplastic resin expanded particles have an average particle diameter of 1.5 to 4.0 mm.

A10  
Amended

**3. (Amended)** A polypropylene resin molding composite for an automobile according to claim 1 or 2, wherein the polyethylene resin coat has a melting point lower than the polypropylene resin of the core, or substantially exhibits no melting point.

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